THE LOGS OF THE OLYMPIA AND BOSTON.

What the Navigators of the Two Vessels Jotted Down on That Memorable May Day

WHEN MONTEJO WAS WHIPPED

Out of His Boots by the Brave Dewsy. Marratives of Most Absorbing Interest.

Special Correspondent John T. Mc-Cutcheon, of the Chicago Record, writing from Manils, says: It will be of interest to read the story of the battle of Manife bay as it was first told-in the logbooks of the ships engaged. Through the kindness of the navigators of the Olympia, the Baltimore, the Raleigh, the Petrel, the Concord and the Boston, I have secured copies of these brief, terse and business-like narratives which were built up during the action together with a list of the signals which Commodore Dewey sent to the other ships on the day of the fight.

It should be explained that many interpolations and corrections have been added to the original rough logs, but the stories as they are given below are, in the main features, identical with the rough logs as they were scratched off hurriedly during the battle. Even in the present form there are many cirstances which are embodied as facts which, in the light of later investigation and knowledge, have been proved incorrect. In explanation of this we must attribute the inaccuracies to the fact that under such unusual conditions no two men see things exactly the same, even though they may be looking at the same time and under the same conditions. Watching a naval battle is a good deal like watching a four-ring circus, which is obviously a Other shells passed near the Olympia,

having been the ones that fired, ac cording to Admiral Dawey's subspquent report of the battle and accord-Below the Intelligencer reproduce the logs of the Olympia, Admiral Dew cy's flagship, and the Boston, one of whose officers was Lieutenant Dodd-

The "Olympia." TOG OF THE UNITED STATES

FLAGSHIP OLYMPIA. GRIDLEY, SUNDAY, MAY 1, 1898. Midnight to 4 n. m.—Cool and cloudy: no breeze; moon set about 2 o'clock. No meteorological record. Standing up Manila bay at a speed of four knots during watch, with squadron and reserve in double column. At 12:17 the Raisigh and Baltimore began firing, shots having been fired from batteries along the south side of the channel. Our shells were seen to burst on strik-ing the cliffs, but it was too dark to locate the batteries. At end of watch approaching anchorage off Manila. The battery was manned and all lights except those on battle circuits and steri light for cruising were extinguished during watch. Served out coffee at 4. From 4 a. m. to 8 a. m.-Clear and pleasant; light air. Meteorological record suspended on account of action. Stood in to anchorage west of the mouth of the Pasig river to reconnoiter At duylight, about 5, counted sixteen British merchantmen off Manila, but saw no men-of-war near the city. At 5:06 two submarine mines were exploded, bearing S. S. E., distant four miles. Soon after the Spanish fleet was made out in Cavite and Canacao bay in front of the arsenal. The line was covered by a group of lighters and its western finnk was protected by Cavite penin sula, with heavy guns in battery on Sangley point and near Canacao in front of hospital. Some of the ships were anchored with their water lines protected by material in lighters. The eastern flank of the line reached the shoal part of the bay off Las Pinas. At daylight the reserve squadron was sen out into the middle of the bay and the six cruisers prepared for battle with national ensigns at each masthead. At 5:15 battle was opened by the firing of

a heavy rifled gun from Sangley point



Chairman General Committee and Executive Committee, Member Arrange ments Committee, and One of the Orators of the Day.

difficult thing to do. For this reason there are usually many stories of a pin then advanced to the attack, head-battle and many questions in dispute ing the column, the commander in chief which never can be definitely settled to personally directing the movements of the satisfaction of everybody.

The Battle as & Spectacle.

The battle of Manila, from the stand-point of one on the American side, was a grand and imposing spectacle, but it lacked a great many of those spectacular features which we are led to expect in a naval engagement. The modern sea fight, such as was fought at Manila, lacks the fierce hand-to-hand dramatic tragedies that were characteristic of the fights in the old frigate days of short-range smoothbores. There were no decks slippery with blood on the American ships, although the ho ror and carnage in Admiral Montojo's fleet must have approached the Spanish slaughter in the Armada and at

From the standpoint of an artist there was none of the close bunching of ships which usually is shown in a picture of a naval engagement. The two fieets were always over a mile the two columns of ships were scattered over a total area of three or four miles. A truthful picture of the entire action would simply show two rows of ships blazing away at each other, and with little to indicate that there were shells except the upheavals of water and the round puffs of smoke which marked the explosion of a shell in the air. It was only when the Spanish ships began to burn and their magasines began to explode that the sp tator was overwhelmed with the awful grandeur of the battle. There was lots of noise and lots of smoke and lots of these vicious longues of leaping flame that made one think that everybody was being killed. Ships became totally enveloped in smoke, and just as one reached the dreaded conclusion that they were on fire they would emerge with colors still bravely flying at the peaks and with guns still beiching out huge billows of white smoke

War Photography. As the greater part of the battle was fought very early in the morning, the conditions for photography were very bad, especially as our camera was a of the battle was so extended and gigantic. I shall always remember the powerful emotions of that historic morning rather than the actual occurrences, for to us Americans amid those strange surroundings the battle had much of the weirdness of enchantment or of sailing to a new planet and attacking the inhabitants without any

preliminaries. The Olympia's log is given first. In the watch between midnight and 4 in the morning the Baltimore is credited to the bay. This is a mistake, the Hossquadfon was standing off and on with
ton, Raleigh, Concord and McCulloch Manila bearing about east and Cavite inches above the water line, entering

ranging nearly seven miles. The Olym his flagship and regulating the progress of the other vessels by signals. The fire of the battery was directed

from the conning tower and bridge by the captain and executive officer. At 5:35 the order was given to commenc firing at the Spanish fleet, and a rapid fire was maintained until the close of action. A torpedo boat ran out and tried to place herself near the track of the Olympia, but she was repulsed and driven ashore by the fire of the secondary batteries, about 6:10. The speed maintained was about six knots and the range varied from 5.600 vards to 2,000 yards from the Spanish line. ship turned within 1,500 yards of the Sangley point and Canacao batteries As the squadron advanced it was fired upon by a battery on the mole at the entrance of the Pasig river, by a heavy

gun on the south bastion of Manila and by a battery on the beach at Mal ate. The Olympia did not return this apart, even when at the closest, and fire. Positions were obtained by cross bearings taken with the standard com-pass, and approximate distances taken charts B A No. 975 and 976. The Span-LOG ish guns had range enough to drop shells alongside the Olympia up to 5,000 yards, but no hit was made by project iles from their main batteries. Fragments of shell flew on board, cutting the wire fore and main strands and the forecastle deck, but no one was injured. The ship seems to have been hulled twice by small rapid-fire projectiles, which failed to penetrate. The squad ron was led across the bay near the five-fathom course, passing three times from the eastward and twice from the

westward, at varying distances. Spanish squadron was composed of thu eruiser Renn Christina, bearing the flag of Rear Admiral Montejo, of Pasaron; the cruisers Castilla, Don Antonio de Ulloa, Don Juan de Austria, Velasco, Isla de Cuba, Isla de Luzon; the gunboats General Lezo, Marquis del Duero and the transports Isle de Mindanno and the surveying vessel Argos. Several tugs and launches were also lying off the arsenal. The Spanish admiral shifted his flag to the Castilla, but soon

the line, but was stopped by the con

returned to the Reina Cristina and made a desperate effort to come outside shore batteries at Cavite. The fleet went in action in column of vessels, the dagship leading and the recentrated fire of our ships. At 7:35 the Spanish fire had slackened and several serve in the bay to the north, out of range. This action was fought at an average range of 3,000 yards, the feet vessels were seen to be crippled or on fire. The commander in chief directed middle of the bay. The shore batteries in Cavite and those in the southern suburbs of Manila kept up as least the second with both batteries. A her form was maintained throughout, and at the close the enemy, though still fighting desperately, showed evident signs of ive fire during the operation. Preparations were made for restowing ammu-This vessel sustained the fol nition and for giving the ship's com-pany breakfast. At end of watch the lowing injuries: A small armor-piercing



or failure of ammunition was

The Spanish Losses

From 8 a. m. to Meridian-Clear and varm. The neet remained in the midwarm. die of the bay until 10:15, when preparations were made for resuming action. After a conference of the captains, summoned on board by the communder in chief, the squadron stood to the southward, rounding to off Sangley point batteries. The Baltimore led the line and took up a position within close range of the Cavite batteries, which were silenced by her fire. The other ships stood into Cavite bay and completed the destruction of the Spanish fleet. It was found that a great quantity of explosives had been destroyed by fire at the arsenal. The following ships were found to be sunk: Reina. Christina, Castilla, Don Antonio de Ullon, cruisers, and Isla de Mindanso, transport. The others named below were burned: Don Juan de Austria, Isla de Cuba, Lala de Luxon and Veiasco, cruisers; General Lezo, Marquis del Duero, gunboats, and Argos, surveying vessel. The last vessel affoat was forced to lower her colors and a white flag was run up on shore near Cavite. At end of watch the ships grouped about the western side of Ca-

vite bay. From Meridian to 4 p. m.—Clear and warm. Light to gentle breeze from S. S. E. The fleet engaged in action with the Spanish fleet stationed in the Phil-ippines. At 12:15 the Spanish admiral surrendered. The Petrel, by order of the commander in chief, engaged in destroying the shipping at the naval station, Cavite. The engagement resulted in a decided victory for the United States fleet, with no loss of lives. At 1:50 the Olympia came to anchor in seven and a half fathoms of water; light house at mouth of Pasig river bearing N. 57 deg. E. and Nabotus Dreme N. 15 deg. (Mag.). Draught of ship forward 21 feet 7 inches, amidships 23 feet 6 inches, aft 24 feet 1 inch. The rest of the fleet, with the exception of the Petrel, came to anchor near the flagship.

From 4 p. m. to 6 p. m.-Clear and warm. Light to gentle breeze from S. E. At 4:10 Concord and at 4:25 Boston went over to Cavite.

From 4 p. m. to 8 p. m.-Partly cloudy and warm, with light airs to light breeze from S. S. E. The Petrel came over from Cavite with several small launches in tow, anchoring near at hand. The commanding officer of the Petrel came on board and reported hav-ing burned several Spanish gunboats and captured a Spanish signal book. During the watch several explosions took place among the gunboats on fire at Cavite. Compartments reported dry. Barometer steady.

From 8 p. m. to Midnight. - Light breese from S. E. Weather fair and pleasant. At 10:45 the Concord, coming from Cavite, signaled (Ardois): "Have Spanish officer on board with important communication for commander chief," and at 11 Commander Walker and two Spanish army officers came or board and had an interview with the commodore.

The "Boston."

Last in the line of the six ships that formed the line of battle was the Bos-OF THE UNITED STATES

STEAMER BOSTON, SUNDAY, MAY 1, 1898.

an interval of about six minutes. The Concord replied with three shots, the McColloch with three and this ship with one. Signals as per record. Steam 62; revolutions 32.

From 4 to 8 a. m.-Fair and pleasant. Light breeze from S. E. Steaming in column of vessels at about four knots speed, approaching Manila first, then sircling the east shore of the bay from Manila toward Cavite, where the Span-ish fleat was congregated. At 5:25 the forts at Marila fired on the fleet, which fire the first returned while passing. Soon after the engagement became go eral with the Spanigh war vessels and

John S. Doddridge), where is exploded and started a fire, which was promptly extinguished. The hole was immediate ly repaired. A small shell carried away a portion of the rall of the third cutter, then entered the hammock rall just forward of the bridge, port side, and burst among some hammocks hatchhoods, setting fire to them, which fire was promptly extinguished. A 5 or 6-inch shell through the foremast from starboard to port, about 14 feet from the superstructure deck, cutting away the third cutter of the port fore rigging. A small shell passed through the superstructure just forward of the port after 6-inch gun on the gun deck, about five feet above the deck, and burst inside, hurting no one. A shell grazed the main topmast just above the cap, carrying away the truck light

bearing south. No serious injuries to the fifth stateroom (that, of Ensign

From 4 to 6 p. m.-Clear and warm. Light to gentle breeze from S. E. At 4:15 flagship made Boston's distinguish ing pennant over 121 and hoisted guard fing with distinguishing pennant below Hauled down the guard flag and made preparations for getting under way. Got under way at 4:55 and steamed toward Cavite and anchored in six and one-half fathoms of water, veering to thirty fathoms off starboard chain Petrel passed, standing toward flagship with six boats in tow, having set fire to the boats inside. Steam in six bollers. Banked fires. From 6 to 8 p. m.—Clear and warm. Light S. E. breeze. Made wigwag sig-

ing, sunk or withdrawn behind Cavite,

This information received by signal from the Petrel: "The enemy has rar-rendered." Hauled off and at 3:25 off.

Manila in seven and one-half fathoms water. Fires in six boilers.

nal to Concord, "Show no lights." Fires banked in six boilers.

From 8 p. m. to Midnight-Clear and pleasant. Light breeze from S. E. At a boat from Cavite arsenal, flying s flag of truce, came alongside with two officers, having an important letter for the commander in chief from the gen eral commanding the arsenal. The Concord was directed to proceed with these to carry the letter to the flagship At 11:50 the Concord returned and an chored near the vessel. Fires banked in six bollers. Flames from several burning vessels showing distinctly with occasional explosions of ammunition

The Signals.

Another interesting record of the bat-tle is the list of signals that were flown by the Olympia, May I. 12:25—To McCulloch: "Take station on port

side."

1:85-To feet: "Speed four knots."

1:40-From McColloch: "Chief engineer description of the feet of the fee

5:15-"Port battery." To Baltimore: "

5:15—"Port battery"
To Baltimore: "Take station on port beam." (Baltimore did not do this.)
5:26—To fleet: "Close up."
5:26—To fleet: "Speed six knots."
6:00—To fleet: "Pass." (Not answered on account of smoke.)
5:45—To fleet: "Close up."
7:00—To Baltimore: "Don't turn so quick."
(At west end, Olympip turning;
Baltimore started to turn out soon.)

7:40-To flest: "Withdraw from action.



Mr. Alex. Updegraff, Member General Committee and Executive Committee.

wires. At 7:35, in obedience to a signal from the flagship, the fleet withdrew from action and all hands went breakfast. Steam 60.7; revolutions 30.4. From 8 s. m. to Meridian-Weather clear and pleasant. Calm first part, then light breeze from S. E. At 9:10 the flagship made general signal 3094, and the commanding officer repaired on board. At 10:30 general 121; at 10:40 general 329. The squadron steamed ahead at 10:45 in column of vestels, the board. At 10:30 general 23. The squadron steamed ahead at 10:45 in column of vestels, the Baltimore leading, making for Cavite point. When off the point the vessels steamed parallel to the shore, distant about 1,600 yards, passing in front of the point of the passing in front of the point of the passing in front of the passing in front of the passing t the shore batteries, which were engaged by each ship in turn, this vessel using starboard battery, firing as quickly as possible. At end of watch still engaged, the shore batteries, which were engaged possible. At end of firing at shore batteries and vessels.

Meridian to 4 p. m.-Clear and warm Light to gentle breeze from S. E. beginning of watch off Cavite point engaged with batteries. At-12:50 the engagement ended, the enemy's fire having ceased and all his ships being burn-

Crippled by Rheumatism.

with lightning from N. E. at intervals.
Steaming in column of vessels in Manila bay, steering various courses. At 2119, while passing through Boca Grande, the fleet was fired on by a battery on the southern shore, this stanta 12:10, while passing through Boca mately intensify the disease by causing Grande, the fleet was fired on by a battery on the southern shore, this single shot being followed by another after shot being followed by another after twenty years—even the worst cases which seemed almost incurable.

which seemed almost incurable.

Capt. O. E. Haghes, the popular railroad condustor, of Columbia. S. C., hed an experience with Rheumatism which convinced him that there is only one oure for that paintial disease. He says: "I was a great sufferer from mascular Rheumatism for two years. I could get no permanent, relief, force that your medicine pan. I took any medicine pan. I took and I would recommend it to any one suffering from any blood disease."

Exampledly known that Rheumatism

Everybody knows that Rheumatism a diseased state of the blood, and that a blood remedy is the only proper treat-ment, but one containing potash and mercury only aggravates the trouble.

S.S.S. For Blood

being Purely Vegetable, goes direct to the very cause of the disease and a per-manent cure always results. It is the only blood remedy guaranteed to con-tain ne potash, mercury or other dan-gerous minerals.

Books mailed free by Swift Specific Company, Atlanta, Georgia.

7:45—To McColloch: "Take — " ((Not finished.)
8:55—To fleet: "Let the people go to breakfast."
8:55—To fleet: "Let the people go to breakfast."
8:55—To Concord: "Go in and ascertain, if possible, what ships are on fre."
8:40—From McColloch: "Chief Engineer Rand died at 2 a. m."
8:45—To fleet: "Commanding officers repair on board flagship."
8:55—From Boston: "My boats won't float."
9:00—From Baltimore: "Send me McColloch's gig for commanding officers." 7:45-To McColloch: "Take --- " ((Not

(Smoke rendered signal invisible.)

(Smoke rendered signal invisible.)

(1:45-To Concord: "Go inside and destroy signs.

(1:50-To Concord: "Go inside and destroy signs.

(1:50-To Concord: "Destroy transport."

(Allenanso.)

(1:50-To Beston: "Pass inside; destroy vessels."

(1:50-To Beston: "Pass inside; destroy vessels."

(1:15-From Beltimore: "Have only twenty more eight-inch shells left."

(1:15-Trom Beltimore: "Have only twenty more eight-inch shells left."

(1:15-Trom Beltimore: "Have only twenty more eight-inch shells left."

(1:15-Trom Beston: "Proceed on service with dispatch."

(1:15-Trom Beston: "Go inside; destroy shipping."

(1:16-Trom Beston: "Our engine telegraph is disabled."

(1:16-Trom McColloch: "Come within hall."

(1:16-To Raleigh: "Repeat signals."

(1:16-To Raleigh: "Send boat for congul."

(Consul Williams on board Balti-

(Consul Williams on board Balti-

more.)
1:20—To fleet: "Prepare to anchor."
1:25—From Petrel or Concord: "White flag showing on government building."
1:25—To Baltimore: "Anchor altead of this vessel."
2:00—To fleet: "Anchor at discretion."
2:15—To Nanshan and Zafiro: "Anchor at discretion." 2:24-To Haltimore: "Anohor at discretion."
2:40—To Hoston and Raleigh: "Anchor at 2:45-To Ballimore: "Don't anchor too 8:00—From Petrel: "There are eight ships behind breakwater." 8:02—From McColloch: "Send boat for officers."

behind breakwater."

8:02-From McOoloch: "Send boat for officers."

2:20-From Concord: "Has admiral orders for me?"

3:25-From Concord: "Communicate; will send an officer."

8:20-To Roston, Raleigh and Baltimore: "Bank fires."

8:20-To Roston, Raleigh and Baltimore: "Bank fires."

8:20-To Concord: "Commanding officer, Fepair on board flagshin."

8:55-To Concord: "Commanding officer, "Epair on board flagshin."

8:55-To Concord: "Anchor at discretion."

8:55-To Concord: "Anchor at discretion."

8:55-To Concord: "Anchor at discretion."

8:55-To Boaton: "Take the guard."

(Duty.)

4:10-To Boston: "Excused from guard."

(Duty.)

4:13-To Boston: "Excused from guard."

(Duty.)

4:13-To Raleigh: "You had better coal from Naishan to-morrow."

1:45-From McColloch: "Permission to anchor." (Request).

4:47-To McColloch: "Be ready to get under way."

11:00-From Concord: "We have Spanish officers with important letter for commander in chief on board."

BEECHAM'S PILLS for Stomach



THE NATIONAL LIFE INSURANCE COMPANY.

Do You Want An Insurance

free from the ambiguities and c bance of cantestability or forfeiture; a pleed of property which will not only protect the future of yourself and family, but will be a merchanta ble asset without fluctuation in value of danger of loss through your misfortune or negligence?

The National Life Insurance Company,

of MONTPELIER, VERMONT,

with its experience of nearly fifty years of unbroken prosperity and repairs for fair and equitable dealing, furnishes such an insurance in its

ENDOWMENT BOND

A CONTRACT OF SPECIFIC GUARANTEES,

which pledges payment if the insured keeps it in force by payment of the specified premiums, of the face value at maturity or period of death, and guarantees, if premium payments are discontinued, three methods of sattlement which are endorsed in a Bond issued at a continued.

AGE OF 25 FOR \$1,000, PREMIUMS \$46.75.

STEAM	WITHOUT ACTION OF INSURED.		MONTRS	
At End of	Yerm insurance for \$1,000.	Cash Payable at end of larm	A Cash and Lean Value	On a Pais-up, Participating Bons.
8 5 5 5 10 11 12 12 12 13 15 17 15 17 19	or 17 years, 329 days	\$ 20 110 110 128 228 390 424 511, 588 628 678 729 725 841 824 948 1,000	of \$ 96 56 122 56 171 62 172 56 17 173 62 174 51 175 175 175 175 175 175 175 175 175	for

BEAR IN MIND ALSO that the Company guarantees to grant you LOAM in cash at any time up to the amount of the avulue he was a PARTICIPATION IN SUR

THE NATIONAL, which is company managed in their interest, and every principle. The national property of the pr

CHARLES DEWEY,

They are as much like COATED ELECTRICITY as science can make

them. Each one produces as much been. Each one produces as much them to be a superior of the consumers of nervous diseases, such as Debility. Diratness, Insonnia, Variococle, etc. They enable you to think clearly by developing brain matter, force healthy circulation, cure indigestion, and impart bounding vigor to the whole system. All weakening and tissue-destroving drains and losses permanently cured. Delay may mean Issanity, Consumption and Desthy.

Price, \$1 per box; six boxes (with iron-clad guarantee to cure or refund money), \$2. Book containing positive proof, free, Address Peal Medicine Co., Cleveland, C.

For Sale by Charles R. Goetze, Druggist, Twelfth and Market Streets.

FINANCIAL.

BANK OF THE OHIO VALLEY.

CAPITAL-8175,000.

WILLIAM A. ISETT President
MORTIMER POLLOCK, Vice President
J. A. MILLER Cashier
J. H. McDONALD. Asst. Cashier

Drafts on England, Ireland, France and Germany,

DIRECTORS.

William A. Isett.
J. A. Miller.
E. M. Atkinson.
Julius Pollock.

Wortimer Pollock.
Robert Simpson.
C. M. Frissell,
Pollock.

JOS. SEYBOLD......President
J. A. JEFFERSON......Cashlet
CHAS. LAMB.....Assistant Cashlet

BANK OF WHEELING

CAPITAL, \$200,000, PAID IN.

WHEELING, W. VA.

DIRECTORS.

Alien Brock, Chas. Schmidt.
Howard Simpson, A.J. Clarke.

Joseph F. Paull, Henry Hieberson Joseph Seybold, A.J. Clarke.

Interest paid on special deposits, issues drafts on England, Ireland and Scotland.

J. A. JEFFERSON, myll

Cashler.

BOOK PRINTING—
Hustrated Catalogues, plain or in colors. Printing from Half-Tone Engrayings finely executed.

JOB PRINTING—

PRINTING-Cards Bill Heads, Circulars and all strings of Job. Work done at reasons-ble drives. The best callers only used in the printing of all work. THE INTELLIGENCER JOB PRINTING OFFICE.

J. S. MILLIGAN, General Agent, City Bank Building, Wheeling, W. Yo

NOW READY. Daughter of the Elm. A Tale of the Virginia Border Before the War. By GRANVILLE DAVISSON HALL

A powerful story, recalling forgotted tragedies. A love story threads a stirring recital of crime and obtective work. Scene in the valley of the upper Monongahela, onecting with Pittsburgh, Clarkburg and Fairmont.

The hold is senting more than

The book is something more that an ordinary bit of fletion. It has a substratum of historical fact, as some real people figure in its pages. There is a vivid glimpse of American life as found in that valled the substrate of the book critical states. forty years ago. The book critic can great metropolitan western dely, who read the manuscript, says the author has "dipped his pen in the very pigments of life." The head of a leading Chicago mublishing house very pagments of life." The heat of a leading Chicago publishing house said of it: "We have been much interested;" "the plot is clever" and details "ingenious." "The pitry litelf is interesting and there are some capital situations."

MAYER & MAYER & MAYER OF CHICAGO MAYER & MILLER, CHICAGO.

Cloth, 330 p., \$1.00. Sold by Frank Stanton, or sent postpaid of receipt of price. Address, A. C. Hall, Glencoe, Ill.

EDUCATIONAL. Mont de Chantal

Academy::::: NEAR WHEELING.

IN THE CHARGE OF THE SISTERS OF THE VISITATION, B. V. M.

FIFTY-FIRST YEAR, 1898-99. OPENS WEDNESDAY, SEPT. 18. Climate desirable for delicate girls. Ten acres beautifully laid out. Golf. Tennis, Croquet and other athletic games. Excellent care; reasonable rates. Address THE DIRECTRESS OF MONT DE CHANTAL ACADEMY, Near Wheeling, W. Va.

INSURANCE.

Real Estate

Title Insurance.

If you purchase or make a loan on real estate have the title insured by the

Wheeling Title & Trust Co., No. 1305 Market Street.

MACHINISTS.

REDMAN & CO.,

Machinists. Repairing of all kinds of machinery promptly and quickly executed.